

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
China Overseas Trade Review.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

No. 15,161. 號一十六百一千五萬一第 日八十二月九年二十三緒光 HONGKONG, WEDNESDAY, NOVEMBER 14TH, 1906. 三拜禮 號四十月一十年六零百九千一英港幣 PRICE, \$3 PER MONTH.

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VERY OLD LIQUEUR
SCOTCH WHISKY.
Pronounced by Connoisseurs to be the
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
1. Casks 37½ lbs. net \$4.50 per cask ex Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. (all 223)

A TACK & CO.,
26, DES VOGES ROAD CENTRAL.

HAVE Just Unpacked a large Assortment
of Ladies' and Gents'.

BOOTS AND SHOES;
ALSO

SHIRTINGS, FLANNELS and SUITINGS
OF THE LATEST DESIGNS.

PRICES VERY MODERATE.

Inspection of our New Stock of Goods is
respectfully Solicited.

Hongkong, 28th September, 1906. (39)

ANNUAL CLEARANCE SALE.
FROM 1st TILL 30th NOVEMBER.

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SILKS, CRAPES, CANTON LINEN,
EMBROIDERIES, SHAWLS, LACES,
CARPETS, RUGS, DRAPERY, FANCY
GOODS, &c., &c.
BARGAINS!

Kindly note that the above Articles are avail-
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Inspection earnestly solicited.
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2, D'Almeida Street.
Hongkong, 1st November, 1906. (2018)

NEWLY OPENED HARDWOOD STORE.

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52, Wing Lok Street, 2nd Floor.

HARDWOOD AND TEAKWOOD
of all kinds.
Prices exceptionally Cheap. Inspection
earnestly solicited.
Hongkong, 18th October, 1906. (1938)

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IN LIQUIDATION.

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WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
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2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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8.45 p.m. & 9.00 p.m. ... Every 15 minutes.
every 1 hour.

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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
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JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. (1824)

DENTAL SURGEON,
G. DE PERINDORSE.

DIPLOMA: PARIS.

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PEDDER STREET

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Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
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PRICE \$35 THE SUIT.

LANE, CRAWFORD & CO.

Hongkong, 1st August, 1906. (all 33)

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Hongkong, 16th August, 1906. (1588)

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Instead of the Five per cent (5%) hitherto given.

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Hongkong, 3rd November, 1906. (all 34)

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Hongkong, 6th April, 1904. (798-2)

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(all 112)

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

163 Bedrooms

Elegantly Furnished Reception Rooms

Private Bar and Billiard Rooms for Hotel

Residents

Hydraulic Lifts to each Floor

Electric Lighting and Fans

Every Comfort

Ladies' Afternoon Tea Rooms

Ladies' Cloak Rooms

Matron in attendance

CHARGES MODERATE, AND NO EXTRAS

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fan, (if
required).

Electric Passenger Elevator to each floor.

Tables D'Hôte at separate tables.

For Terms, &c., apply to the
MANAGER

Hongkong, 24th July, 1905. (all 65)

NOTICE.

NEW KINGSDALE will be Opened as
a PRIVATE HOTEL on December
1st next. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 P.M. and 7 P.M. on and after the 22nd
instant.

Apply—**Mrs. G. SACHSE,**
at George's House.

Hongkong, 15th October, 1906. (1917)

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA),

MACAO,

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place
All comforts of a home.

A most pleasant retreat for those desirous of
a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Honam*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.

Cable Address—"BOA VISTA."

For Terms, apply
221 **THE MANAGER.**

VICTORIA HOTEL.

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On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Resident
and Tourists.

WM. FARMER,
Proprietor.

(all 662)

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION
has been appointed to enquire into and
Report on the following matters, viz.:

1. Whether the administration of the
Sanitary and Building Regulations
enacted by the Public Health and Build-
ings Ordinance, 1903, as now carried out
is satisfactory, and, if not, what improve-
ments can be made.

2. Whether any irregularity or corruption
exists or has existed among the Officials
charged with the administration of the
aforesaid Regulations.

The Commission earnestly invite the
Inhabitants of Hongkong and Kowloon to
co-operate with them by forwarding any
complaint they may have to make or suggestion
to offer in connection with the matters aforesaid
to the undersigned.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true disclosure
touching all the matters in respect of which he
is examined will receive a certificate from the
Commission which will protect the witness
against any civil or criminal proceedings which
may be instituted against such witness in
respect of any matter touching which he has
been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 7th July, 1906. (1381)

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at **MR. H. RUTTON'S**
KOWLOON STORE, No. 36, Elgin Road &
MR. ABRAHAM'S FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.ERATED
WATER
MANUFACTURERS.WE RECOMMEND OUR CUSTOMER
TO TRY OUR TWO LATEST
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DRY GINGER ALE

AND
LIME FRUIT
CHAMPAGNESAMPLE BOTTLES OF WHICH CAN BE OBTAINED
BY OUR REGULAR CUSTOMERS
FREE OF COST.Both are equally suitable for consumption
during the Winter or Summer Months, and
are Superior in Quality and general get up to
anything that has hitherto been put on this
Market.

PRICES:

DRY GINGER ALE : : \$2.20 Per Doz.
LIME FRUIT CHAMPAGNE 220Per Doz. allowed for all bottles returned
in good condition.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 2nd November, 1906. [30]

NOTICE TO CORRESPONDENTS.
On communications relating to the news columns,
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dress with communications addressed to the Editor,
and for publication, but as evidence of good faith,
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
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Telephone address: Pines, Odessa A.B.O. 5th Ed.
Liber.

P.O. Box, 88. Telephone No. 18.

MARRIAGE.

On November 11th, at the Roman Catholic
Cathedral, Hongkong, by the Rev. P. de Gaudenzi,
LEONOR MARIA ROMANA, only daughter of A. H.
M. DA SILVA, Esq., of No. 1 "Victoria View,"
Garden Road, Kowloon, to MARCEL AUGUSTO DE
FONSECA, youngest son of the late JOSE
MARCEL VICTOR DE FONSECA, of Hongkong.

HONGKONG OFFICE: 10A, DES VUE ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 14TH, 1906.

It is not only in China that the words
"currency reform" are nowadays familiar.
In various countries there appears to be
much talk of changing money. Our Paris
correspondent to-day tells us that the
French Government is deserting copper for
nickel, in about a year's time, and his
forecast of one and two-cent pieces with
central holes, something like China's cash,
is very interesting, especially as a similar
suggestion has just been made in the
case of the British penny. He notes that
"the approaching substitution in France
of nickel for copper in the coins of five and
ten centimes will leave Great Britain almost
alone among western European countries in
the possession of a large copper coinage".
Whether the suggestions we are about to
refer to will persuade the British authorities
to depart from that isolation is doubtful.
They are as sensible as they are interesting,
but we can quite see that a large section
of the public, accustomed to regard the
penny as a part of the Constitution almost,
will be disinclined to ask for any change.
A writer in the Strand Magazine is the
author of the revolutionary idea that
changes are possible and desirable.
A man taking his ticket at a railway
booking-office, or about to receive a bus or
train ticket, is compelled either to examine
a handful of loose money or wriggle his
fingers about in a purse in order to secure

the right coin, he says. This is bad
enough, but when a person is aboard a
tram or bus in the hours of darkness the
trouble is accentuated. Many riders are
frequently troubled with the suspicion that
they have parted with a valuable coin in
place of one of humbler value. Besides,
conductors deserve to be considered, since
they are constantly compelled to scrutinise
coins as though they were engaged in
scientific investigation. How many disputes
occur in these situations? He goes on to
plead for some change of design that would
enable the sixpenny piece to be readily
distinguished by touch alone from the half
sovereign. A raised "six" on the sixpence,
or a hexagonal shaping of it, would be both
appropriate and convenient. He would
divide the half sovereign by "a flush half-
way ridge", or by milling only half the
circumference, to show in dark or fog that
it is a half. The ridge idea, it is pointed out,
would also protect the royal effigy from
defacement. With regard to the confusion
between pennies and florins (we cannot
agree that a half-crown is so liable to share
in this) he proposes to surround the figure
of Britannia on the penny with a rope in
relief, quite suggestive, and at the same
time tangible. Floral designs embossed on
the florin also naturally suggest themselves;
but these raised patterns would, we fear,
soon disappear by abrasion, even if raised
far beyond the point now in vogue. The
shilling and the sovereign are also much
alike, to the feel, and the writer suggests
that the shilling might be distinguished by
an upraised, round-faced figure 8, consisting
of two SS crossed, as signifying its station,
while the sovereign might be adorned with
a prettily scalloped edge with twenty lobes,
signifying twenty shillings. The suggestion
is also made that pennies might conveni-
ently be pierced in the centre, so that they
could be stacked on pins or pegs just high
enough to hold a required number, say
twelve; this might save a lot of trouble in
counting-houses. Again, shillings and
half-pence are somewhat similar in size,
and the hold suggestion is made of a
triangular halfpenny, with rounded corners
of course. The appetite for altering old
established things seems to be growing, and
it is not to be expected that the reformer's
zeal will be confined to abolishing pence and
running the empire on the cooperative
society plan. Our local dollar has lately
interested us with its vagaries, but that is
nothing to what may yet be in store for
Far Easterners going home by-and-by.

A second installment from the interesting
memoirs of Prince Hohenlohe appears on
page 5.
Capt. H. G. K. Watt, R.E., on completion of
his period of service as Inspector of R.E. stores
at the Royal Arsenal, Woolwich, has been placed
under orders for duty at Hongkong.
A proposal that Lancashire spinners should
obtain cotton plantations of their own in the
Southern States of America is made by the
commission recently sent out to investigate the
cotton fields of the United States.
Yesterday was delivered to us a letter from
our Canton correspondent dated the 10th
instant, along with one dated the 12th. The
latter satisfies us that the postal authorities are
able to do better than the first indicates.
The smoking concert recently given by the
Portuguese community at the Club Lusitano
in aid of the Typhoon Relief Fund, realized
\$397.24 net. Tickets were sold to the amount
of \$482, and drinks, &c., to \$395.65, the
expenses, including cost of drinks and tobacco,
\$210.31, being \$250.31.
The first practice dance for St. Andrew's
Ball took place in the City Hall yesterday.
A programme of six dances and an extra was gone
through with much zest. Quite a number of
ladies and gentlemen took the floor at the
eighteenth reels, but there were not so many
who showed an acquaintance with the strathspey
and reel. Still a very enjoyable two hours was
passed by the large company.
Recent intelligence from Tibet shows that
Lieutenant Bailey, who is acting as British
trade agent at Gyantse in the absence of
Captain O'Connor, still continues to enjoy the
most friendly relations with the Tibetan
people, and that the provisions of the Treaty
are working satisfactorily. Since the establish-
ment of the Agency at Gyantse, an excellent
cart road has been completed between that
place and Phari, a distance of 100 miles. Trade
between India and Tibet has now resumed its
normal proportions.
When the Dreadnought made her record
speed of 22 1/2 knots (maximum) and 21 1/2 (mean)
for eight hours, it is worth noting that the
vessel was in sea-going trim, which means that
she was loaded so as to bring her to the same
depth in the water as would be the case with a
war load on board. This was two feet
deeper in the water than when the previous
trials were run. The vessel's indicated horse-
power developed to 23,000, showing a remark-
able reserve above the nominal horse-power,
which is 23,000. There was a complete absence

A Tobemory correspondent states that
through the agency of a water diver and
mineral expert, important discoveries have at
last been made in the bulk of the Spanish
Armada galleon *Admiral de Florencia*, lying in
Tobemory Bay. Fourteen bronze guns, each
measuring 4ft. 9in., have been located, and two
specie chests, one filled with gold and silver
mixed, have been obtained at a depth of about
ten fathoms. It was found that the hull had
split in two from stem to stern and that the guns
had fallen out all round the vessel.

The 14th annual report, for the term ended
on the 31st August, of the Nippon Marine
Transport and Fire Insurance Company,
Limited, says:—"The net premium after
deducting re-insurances amount to
¥8,047,600, and the Working Account shows
a balance of credit of ¥134,163,877, which sum
the Directors recommend be appropriated as
follows:—Reserve Fund Yen 30,000,000; Bonus
to Staff 1,180,000; Dividend of 10 per cent
per annum to shareholders 75,000; Balance
carried forward 74,978,877; Total Yen
134,163,877. After adding Yen 30,000,000, as
proposed above, the Reserve Fund will amount
to Yen 55,000,000. Messrs. Ataka & Co, the
Hongkong agents, were good enough to supply
these figures.

Baron Kaneko's dictum, that "in religion
and morals (as Japan) has nothing to learn
from the West," has, says Dr. W. Elliot Griffiths
in *The East and the West*, sorely disquieted
many friends of Japan and of Christian missions
in England and America. The writer says:—
"What once the intellect and proud-spirited
Japanese for the mere European tradition of
Christianity—pretty much the only tradition of
it which even our wise men know or value? As
multitudinous as the skins of an onion, and
smelling rank to them, is that Yankee or British
variegated freakishness which in such large
measure purports to be Christianity. Is the
verdict of Baron Kaneko, a son of man, after all
any different from that of the Sea of Man, who
were he to appear among us? Japan is yet to
become a great Christian nation. Her wise
men are finding out the difference between Jesus
and what nominal Christians and State churches
call 'Christianity.' Who shall hinder them?"

This year's Christmas Number of "The
Graphic" is, if possible, fuller than ever
of good things, both artistic and literary. There
is a strong selection of short stories by such
favourites as W. L. Alden, Arnold Bennett, J. B.
Blondelle-Burton, Mrs. Stopes Rawson,
Edmund Dulac, Galsworthy, and Frank
Gillett. The Christmas Number, which will be
published on November 20th, is, as usual,
illustrated throughout in colours, and accompa-
nying it are two magnificent coloured plates, "The
17th Lancers in the Charge of the Light Brigade
at Balaklava," from the Academy picture by
John Charlton, and "I do Believe in Fairies,"
a charming study of a young girl, by R. Jack.

The Kaiser's telegram to Prince Philip at
Hohenlohe-Schillingensmünster reprimanding him
for the publication of the story of the dismissal
of Prince Bismarck by his Majesty was in the
following terms:—"I have just read with
astonishment and indignation the published
account of the most intimate private conver-
sations between your father (the late Prince zu
Hohenlohe) and myself touching the retirement
of Prince Bismarck. How could it happen that
publicity could be given to such a matter with-
out my permission having been previously ob-
tained? I must characterise this proceeding as
in the highest degree tactless and indiscreet and
wholly inappropriate, as it is unheard of that
events which affect the reigning Sovereign
should be made public without his sanction.
Prince Philip, in reply, declares that he had
nothing to do with the publication of the
memoirs, which were the property of his brother
Prince Alexander, and were edited by Professor
Curtius. He himself had no knowledge of their
contents. Prince Alexander, says the *Central
News* Berlin correspondent, is one of the
principal State officials in Alsace-Lorraine, and
his dismissal appears certain.

Archdeacon Moule, discussing the question of
"Church and State in China"—not the possi-
bility of a future union, near or more remote,
of Church and State similar to that in England,
but the forces and influences at work with daily
increasing effect in Chinese civil and social life
which are already influencing and may soon
largely control the Church for good or for grave
harm—does not seem to agree with the dictum
of the late Bishop Hoare. He does not agree
that the Church of China must be left absolutely
free to choose everything for herself, or to
decide her order and orders, her ritual,
her common prayer, her administration of
the sacraments, if not her creeds. For truth
is not a matter of choice and taste, but a word
to be proclaimed and obeyed. And "believing
as we do that in the doctrine and order of the
Church of England we have brought to China
that which seems to us best—by the light of
Scripture and history the best that we know of—
—this transference from foreign to native
control needs wisdom and persuasiveness, which
may prevent the native Church in her
independence from breaking with the old, but
may rather bind closer the chain of our Lord,
one faith, one baptism, one order and ordinal,
one form of common prayer." But the blunt
question must be answered. How can the
Christianity of the West plead with China and
help China to secure the unity of her Christian
Church, until we, Western Christians, have set
our own house in order? Is it too late? asks
Archdeacon Moule.

The number of fires which have occurred in
barracks during recent years has led the War-
office to consider the means of providing
greater protection, and to improve the water
supply. Motor fire engines are at once to be
issued to the principal garrisons, including
Salisbury Plain, and men are to be trained to
become expert firemen. Fire appliances are
also to be provided and tested frequently, a per-
manent party of properly-trained men being
detached to work the fire escapes. Military fire
parties are to be so trained that their services
may be of use for great configurations outside
of barracks, and hose fittings issued for military
purposes are to correspond with those in use
by the local fire brigades. All parts of barracks
are to be visited by fire parties, so that they
may become acquainted with any difficult
positions.

Mrs. Maurice Unger, the wife of a wealthy
New York estate agent, committed suicide on
Oct. 8th by inhaling gas in her bedroom. She
left a note saying, "Good-bye, I'm tired and
want rest." In the house were large quantities
of unwashed dishes and clothing, which had
accumulated during the past fortnight in
consequence of Mrs. Unger's inability to secure
a servant, despite the offer of light work and
£1 a week. For a time Mrs. Unger performed
the household duties herself, but she was physi-
cally unable to keep up with the work, and the
strain is believed to have affected her mind.
Mlle. Germaine Bieuch, a vocalist, shot herself
dead next day at her house in Paris. She left
a letter of four pages giving complete
instructions to facilitate the judicial inquiry
which she knew would follow the finding of her
body. The letter concluded with the words,
"I die because life is so dull."

It is stated a number of prominent Japanese
shipowners and shipping agents, including
Messrs. Matsuzata Kojiro, Kawasaki Yoshitaro,
Kishimoto Toyotaro, Oono Kichiro, Ito Chojiro,
and about sixty others, have made arrange-
ments to establish a large marine insurance
company with a capital of Yen 5,000,000, which
will be increased to Yen 10,000,000, if required.
According to the "Kobe Shimbun," eight lead-
ing foreign firms at Yokohama and Kobe are
desirous to take part in the promotion of the
new company, and it is said that arrangements
will be made for them to participate, although
the arrangements for the formation of the com-
pany are already practically complete. It is
said that the promoters of the new undertaking
have been actuated by the fact that, while the
tonnage of Japanese steamers has increased
from 180,000 to 1,000,000 since the war with
China, little progress has been made in de-
veloping the marine insurance business.

KULANGSU (AMOI) MUNICIPAL
COUNCIL.

Minutes of a meeting of the Municipal
Council, held at the Board Room, Kulangsu,
on the 23rd October, 1906.

PRESIDENT:—Messrs. F. B. Marshall (Chair-
man), C. A. V. Brown, A. F. Gardiner, I.
Takatsuki, W. H. Wallace, the Health
Officer and the Secretary.

1. The minutes of the last meeting were
read and confirmed.

2. A letter is read from the Senior Consul
concerning tax claimed by the Council on
certain foreshore at Lu-Erk-Chiao. It is
decided to inform the Senior Consul the
Council do not agree with the Haifangting's
interpretation of Land Regulation No. 11
(eleven) for the Settlement of Kulangsu. The
Council contend that this regulation only
refers to sea foreshore i.e. "foreshore that
may hereafter accrete" and not to foreshore
the lease of which has simply been transferred
from one individual to another, and to request
that the question may be referred to the
Consular Body for their opinion.

3. With reference to Mr. W. C. Hankins' verbal
request for the Council to build a road from
Typhoon Villa to Cat Castle, the Secretary
is instructed to inform Mr. Hankins the
Council cannot undertake the building of such
a road at the expense or partial expense—of
the ratepayers, but if property owners in the
neighbourhood, who are the people who would
really gain the benefit, like to acquire the
necessary land and build the road at their own
expense the Council would be prepared to take
over the road when completed and maintain it.

4. The Superintendent of Police reports the
Council have been dealt with at the
Mixed Court since the last meeting of the
Council.

Summons:—Theft 1, Being in possession of
stolen property 1, Breach of agreement 1, Debt
1, Assault 1, Allowing pigs to stray 1.
Summary Arrests:—Theft 3, Committing a
nuisance 1, Creating a disturbance 3, Being in
possession of stolen property 1.

(Signed) W. H. WALLACE,
Vice-Chairman.
By Order,
C. BELMEREY MITCHELL,
Secretary, K.M.C.

CANTON.

(FROM OUR CORRESPONDENT)

November 12th.

THE TWO VICEROYS.
The Viceroy is expected here to-day.
Viceroy Shun has already vacated his yamen
and is credited with having the intention of
going to Whampoa as soon as he has handed
over the seals to his successor.

From what I hear, on the whole the people
are pleased with the change. It is said that
the deputation which waited on Viceroy Shun
the other day to present him with different
gifts was organised by his personal friends
and was not at all spontaneous on the part of the
Canton community. Meanwhile everything is
at a standstill. Much is expected of the new
vicerey, who is said to be a moderate man.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FATAL FRACAS AT SHANGHAI.

GERMAN SAILORS DISCHARGED.

SHANGHAI, November 13th.

A court martial was held on the
two German sailors of H.I.G.M.S.
Ulla, charged with murdering two
Japanese restaurant keepers on
October 13th.

The Court found that it was the
Japanese who started the row, and
that the Germans acted under excite-
ment.

Both prisoners were discharged.

[REUTERS' SERVICE.]

BOER TROUBLE IN CAPE COLONY.

LONDON, November 11th.

Official news from Cape Town states that
Mr. Ferreira, a trader and several other
Boers, have entered the North West of Cape
Colony, where they are endeavouring to
organise an insurrection. They surprised
two police camps and seized their arms and
ammunition. Troopers have gone to
intercept them, and 150 Cape police start
immediately for Prieska.

LATER.

The Boer leaders and the Natal press
minimise the importance of the Boer raid
in Cape Colony, and although the Govern-
ment does not regard it as serious, every
measure to suppress an outbreak is being
taken.

GREAT BRITAIN AND JAPAN.

LONDON, November 11th.

Baron Komura, replying for the Diplo-
mat, at the Guildhall banquet, dwelt on the
increasing efforts of diplomacy to foster
amicable and harmonious relations. He
said that the Japanese were devoted to the
British alliance, and believed firmly that
their desire to maintain it is fully reciprocated. Loud cheers followed the speech.

CORRESPONDENCE.

INCONSISTENT POSTAL RATES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—On reference to the Hongkong Postal
Guide, I find I can send a parcel not exceeding
11 lbs. to Ceylon for \$1.50, while a like one for
Tuticorin (India), the nearest seaport to Colombo,
I have to pay \$4.40. What a vast difference
between the charges! Yours, &c.,

AN INQUIRER.

Hon. kong, 13th November, 1906.

SUPREME COURT.

Thursday, 13th November.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF
JUSTICE).

AN INTERPLEADER ACTION.

The hearing of the action by Khoo Teck
Sieng, a Singapore merchant, against the
Hang Yee Bank of Hongkong, for the recovery
of \$45,000, was concluded, judgment being
reserved.

CHINAMAN AND SPARROW.

A HUMANE FOREIGNER.

We observe in a Home paper which devotes
considerable space to Nature Notes an interesting
little story, which evidently refers to a well-known
employee of the High Level Tramway Co. It
appears as follows:—Mr. David J. Lennor,
writing from Hongkong on September 7th says,
"When I read the paragraph in the 'Natural
History Notes' in the 'Weekly Chronicle' of
August 11th, relative to the extraordinary feat
of taming a wild sparrow, I recalled to my mind
an experience I had about a month ago. I was
walking on the higher levels of The Peak at
Hongkong, when I came across a Chinese
labourer with a basket at his side, containing a
small bird. I concluded he had just captured
the bird, and by the way it was chirping
I thought it was distressed. I offered the
Chinaman ten cents (about two pence halfpenny),
which, to the Chinese labourer, is a good sum,
on condition that he would liberate the bird.
He readily accepted my offer, and opened the
lid of the basket. The bird at once flew out,
and alighted at about twenty yards' distance.
It remained there chirping and looking towards
the basket during several minutes, at the end of
which the Chinaman started to whistle and hold
out his hand, when the bird at once flew and
alighted on it. It continued to hop and fly
about for some time, but finally settled on top
of the basket, and was fed by its owner. The
bird had been an ordinary wild one, and had
been tamed by the Chinaman."

Don't imagine that the first step in getting
out of a rut is to give up hard, disagreeable
work. There is nothing more foolish than the
notion that the way to make progress is to
drop one thing before you have settled upon
another better.

The "women who rule the world" are those
who know how and when to offend themselves.
The English always suspect civility; they
imagine that those who are polite cannot
be so rude, and despise them for it.—
MARMADUKE IN TRUTH.

POLICE COURT.

Tuesday, November 13th.

BEFORE MR. P. A. HAZELAND (FIRST
POLICE MAGISTRATE).

BREACH OF POST OFFICE ORDINANCE.

Wan Yuk, a trader, was prosecuted for in-
fringing the exclusive rights of the Postmaster
General by transmitting letters from the Colony
by other means than through the Post Office.

He was found guilty, and a fine of \$100 was
imposed, the alternative being three months'
imprisonment.

A DISHONEST FOKI.

A foki, employed on Messrs. Blackhead and
Co's. bulk at Wanchai, was charged by
Inspector Gurnley with the larceny of 7 yards
of canvas. The No. 1 sailmaker on board
suspected that canvas was being stolen, and set
a watch at Observation wharf, the result being
that when the defendant landed his bundle was
searched and the quantity mentioned found
therein. He stated that this was given him
by a European on board. The European denied
the accusation and—His Worship found the
defendant guilty and sentenced him to three
weeks' imprisonment and four hours' stroke.

OVER-SEER FOR CUSTOM.

Five Chinese boarding house runners were
charged with making fast to the s.s. *Sanuki
Maru* while that vessel was under weigh.

According to the evidence of Sergeant Holland
of the Water Police, the vessel was steaming up
the harbour to her buoy when the first two
defendants hooked their boat on to her side and
endeavoured to board her. Later the other
three defendants endeavoured to get on board
by means of boat hooks.

His Worship fined the first two defendants
\$50 each and discharged the others.

UNLAWFUL POSSESSION OF ARMS.

A boatman with three previous convictions
was prosecuted by Detective-Sergeant Grant
for being in unlawful possession of three
Winchester rifles.

His Worship found him guilty of the offence,
imposed a fine of \$250 or three months' impris-
onment, and ordered that the arms be confiscated.

DOCK LABOUR TROUBLES.

Some native pattern makers (31, employed at
the Kowloon Docks were summoned for leaving
their employment without giving a month's
notice.

Mr. G. K. Hall Brutton (of Messrs. Brutton
and Hoti) appeared to defend.

As the defendants returned to work last
Friday, however, the Dock Company withdrew
the summonses and His Worship discharged the
defendants.

ALLEGED ILLEGAL PARTITION WALLS.

His Worship delivered his reserved decision
in the case brought by the Building Authority
against Fung Chan-yuen, the owner of four
houses in Hill Street, for unlawfully neglecting
to comply with the requirements of a notice
requiring him to remove the whole of the iron
partition walls which had been erected in con-
travention of the requirements of section 222 of
the Public Health and Buildings Ordinance 1903.

Mr. F. B. L. Bowley, Crown Solicitor
prosecuted, and Mr. M. W. Slade, instructed
by Mr. Stevenson (of Messrs. Deacon, Looker
and Deacon) set up a defence of *res judicata*.

His Worship—The defendant was summoned
before me on the 20th July for neglecting to
comply with the requirements of a notice
dated 29th June requiring him to remove
certain illegal wrought iron partitions at Nos.
1, 2, 4 and 5 Hill Road. On the hearing of the
said summons I held that the said notice was
lawful, but I convicted the defendant and fined him
\$100 under section 222 (1) of the Public Health
and Buildings Ordinance 1903, with having
commenced the buildings in question without
proper plans previously submitted to the
Building Authority and approved by such
Authority as being in conformity with the
Ordinance. On October 23rd the Building
Authority again summoned the defendant as
registered owner of Nos. 1, 2, 4 and 5 Hill
Road, for that the said defendant had neglected
with the requirements of a notice dated 18th
September and duly served on the defendant,
requiring him to remove the whole of the iron
partition walls which have been erected in
contravention of the requirements of section
222 of the Public Health and Buildings Ordinance
1903. The said notice is as follows:—
"To Mr. Fung Chan-yuen: It has been
brought to my attention that a nuisance exists
upon your premises upon your Marine Lots
Nos. 188 and 189 situated in Hill Road and
known as 1, 2, 4 and 5 Hill Road viz.—Sheet
iron partitions have been erected on each floor
without the previous submission of plans to and
the approval of such plans by the Building
Authority, which contravenes section 222 of the
Public Health and Buildings Ordinance No. 1 of
1903. I have therefore to give you notice
under the said Ordinance to abate the
nuisance within a period of seven
days by entirely removing the said
iron partitions. (Sd.) T. L. PERKINS, p. Building
Authority." Mr. Slade on behalf of the
defendant pleaded in the second summons *res
judicata* and not guilty over. The question
for my decision is whether that first conviction
is a bar to proceedings under the
second summons. The plea of *res judicata*
applies only when the identical question which
has been once judicially decided is again raised
between the same parties. (see Reg. v.
Morris, L.R. 1 C.C.R. 90, and Litch
Harbour case, L.R. 1 H.L. (Sc. 17). The
former conviction herein was decided on a
simple and incontestable question of fact,
namely, that the buildings were commenced
without plans being submitted to and approved
by the Building Authority. The present
summons raised the question whether the matter
complained of is a nuisance within the meaning
of section 222. It involves the point of law as
to the construction to be placed upon a certain
section of a statute. Are these two questions
therefore identical? I am of opinion they are
not, and are widely different. I therefore hold
that the former conviction is not a bar to the
present summons, and that the plea of *res
judicata* cannot be maintained.

On the application of the solicitor for the
defence, Mr. Slade being absent, and with the
consent of the Crown Solicitor, His Worship
adjourned the further hearing of the case
until Tuesday.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on November 13th at the Board Room. The Hon. Dr. J. M. Atkinson (president) presided and there were also present: Lieut.-Colonel J. M. Reid, R.A.M.C., Dr. P. Clark, Medical Officer of Health, Hon. Mr. A. W. Brown, Registrar General, Hon. Mr. F. J. Badesley, Captain Superintendent of Police, Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. H. P. Humphreys, Mr. Lau Chu-pak, Mr. Fung Wa-chun and Mr. G. A. Woodcock (secretary).

A NEW MEMBER.

The President—I have to inform the meeting that the new P.M.O. Colonel Reid took his seat for the first time this afternoon in place of Colonel Joslin.

PROPOSED ALTERATION OF MEETING HOUR.

This President, who had given notice of his intention to move that the time of the meeting of the Board be changed from 4.15 p.m. to 2.30 p.m., said—Although the customary 48 hours' notice was given concerning this motion, there has recently been time to circulate it among the members. I think it will be preferable to adjourn it till next meeting.

Hon. Mr. Hewett—I may say that I am altogether opposed to the motion, and shall vote against it.

GENERAL CLEANSING.

Correspondence was submitted relative to general cleansing.

This dealt with the question of using crude phenyl for the destruction of vermin after houses had been washed with soft soap. The matter was brought forward at last meeting, when the President proposed a resolution appointing a select committee to consider all complaints in connection with general cleansing, but as members were of opinion they had not had time to consider the question, it was adjourned.

With regard to the question raised by Mr. Hooper as to the use of liquid fuel, as used in Bombay as an insecticide, the Medical Officer of Health said he was sure the Fire Insurance Companies and the Superintendent of the Fire Brigade would object to its use here in the house for house cleansing.

The President intimated—Re-circulate all the papers in connection with this subject as quickly as practicable and I will summon a special meeting to consider the question as soon as all the members have seen the papers. I intended that these should be circulated on the 23rd inst., but you (Secretary) informed me that the delay was occasioned by the translation of the letter which is proposed to serve before the cleansing is put in hand at the Registrar General's office.

The Acting Secretary thought that as these papers contained a letter from Mr. Lau Chu-pak they should be considered confidentially. Mr. Shelton Hooper intimated—I see no reason why this matter should be discussed confidentially. On the contrary I think the greatest publicity should be given to it. It seems curious that the authorities in India should not have found out the danger of using "liquid fuel" on account of its reported inflammability, if such a danger exists.

Mr. Lau Chu-pak—Why not discuss this publicly so that everybody may know what is going to take place? If the new procedure is adopted, some alterations will have to be made in the wording of the Chinese notice, which is not quite accurate. As regards the disinfection of spare clothing, it should be made clear that it is not compulsory. It would also be better to have the notice so worded as to say that the Chinese are desired to co-operate with the Sanitary Department in destroying flies by allowing their spare clothing to be disinfected, but the Sanitary Department shall not compel them to do so if they do not feel inclined to. This is necessary in view of the probability that misunderstanding may again occur as in the case of Mr. Ip.

Hon. Registrar General—Crude phenyl is only very slightly soluble in water.

The President intimated—These papers I never ordered to be treated confidentially. On the other hand I certainly think they should be made public.

The President—You will see, gentlemen, from these papers that I gave the order on October 23rd, that is, seven days before the date of the last meeting, that these papers should be circulated, but it appears it took longer than I thought it would to have the necessary notice translated into Chinese. I suppose that accounted for the delay. With reference to the minutes, Mr. Hooper first refers to the fact that it is curious in India the inflammability of liquid fuel should not be noticed. The reason for that is that in India there is not so much woodwork in the houses. They are chiefly made of mud walls. With reference to the inflammability of this petroleum the analyst reports that liquid fuel would be objected to by the Insurance Companies and the Superintendent of the Fire Brigade, as although the stuff itself is not inflammable it would render wood more inflammable, and fires could not be put out with the same rapidity. It was not intended that these papers should be confidential; it was only an error on the part of a clerk. With reference to the minutes by the Registrar-General that crude phenyl is only slightly soluble in water, I might say that that makes it a more effective purifier. If members have nothing further to say with reference to this, I would suggest that a committee be appointed as I recommended at last meeting, and the crude phenyl given a trial. I would also add that the suggestion of Mr. Lau Chu-pak might be incorporated, that the letter should definitely state that disinfection of clothing is not compulsory, and also invite the cooperation of the Chinese in connection with the work to be undertaken.

Hon. Mr. Hewett—I think the statements made by the Commission in India ought to

satisfy us that very great good has been derived from the use of liquid fuel, and, personally, from inquiries I have made, I am inclined to think there is no cause for fear of additional danger. My principal reasons for making these remarks are that for the last eleven years during my stay in China I have invariably used kerosene for wiping down the floors, and have found it most efficacious. I am quite sure the results of its use here, if tried, would be most advantageous to the sanitary condition of the Colony.

Mr. Hooper—With regard to the liquid fuel question, there was circulated with the papers a pamphlet issued by the Asiatic Petroleum Co. In that pamphlet it was set out that liquid fuel was used by the municipal authorities in Bombay most effectively in the destruction of flies, and was certainly ought to give it a trial here. With regard to statements made the other day that Insurance Companies would object to it on the ground that it endangered property (this is a remark that wants to be decided, otherwise I wouldn't refer to it) I may say that I referred the question to the Fire Insurance Association of Hongkong, and they replied that there was no objection to its use in this connection. Considering the insurance companies are interested in the property here from the standpoint of protection from fire, I don't think they can have a higher authority, and taking it the danger stated does not exist, we certainly should give it a trial and see how it compares with the other disinfectants we are using, particularly with regard to its cost. I would suggest that the Sanitary Board obtain a quantity and give it a trial.

The President—I may say we are much obliged to Mr. Hooper for making these inquiries, because we want to use the agent which will be most effective. I think we might try liquid fuel in Kowloon and crude phenyl in Victoria as an experiment. I see no reason, other than that of expense, why we should not use both because phenyl is very cheap and only a little of it is sprayed on each floor.

The motion that the President, Messrs. Lau Chu-pak and Fung Wa-chun be appointed a committee to consider complaints with regard to cleansing was then passed.

SANITARY SURVEYOR'S REPORT.

Mr. J. J. Bryan, sanitary surveyor, in his third quarter's report to the Board, stated that plans had been deposited and passed by him during the quarter for the drainage of 23 houses. Plans for 219 houses were carried forward from 1905, and 73 from last quarter, making a total of 315 in hand during the quarter. The drainage of 92 houses had been completed and one cancelled, leaving 222 to carry forward. Notices for repairs or alterations to the drains of 115 houses have been received; 130 were carried forward from 1905, and 120 from last quarter, making a total of 371 in hand during the quarter, of these 114 have been completed and 15 cancelled leaving 215 to carry forward. No certificate has been granted under section 84 of Ordinance 13 of 1901 during the quarter. The drains of 32 houses have been inspected and reported on. Of these seven required reconstruction and 14 amending, and the remaining 11 were found to be in good order. Notices were served on the owners of the above 21 houses calling upon them to execute the necessary work. In addition to the above 1,782 houses have been inspected by the Drainage Inspectors but the result that 245 drainage nuisances have been discovered. Notices have been served in each case on the owner or occupier requiring them to abate the nuisance. One nuisance has been reported to the Medical Officer of Health and 54 to the Hon. Director of Public Works to be dealt with by them. 125 choked drains were reported on the owners of the above 21 houses calling upon them to execute the necessary work. In addition to the above 1,782 houses have been inspected by the Drainage Inspectors but the result that 245 drainage nuisances have been discovered. Notices have been served in each case on the owner or occupier requiring them to abate the nuisance. One nuisance has been reported to the Medical Officer of Health and 54 to the Hon. Director of Public Works to be dealt with by them. 125 choked drains were reported on the owners of the above 21 houses calling upon them to execute the necessary work.

THE WELL IN STANLEY ST. EET.

Correspondence was again submitted relative to the water from the well in the yard of No. 22 Stanley Street.

Mr. Hooper intimated—The well should not be closed.

Hon. Mr. Hewett—Where have these papers been for the last two months? Dr. Hunter states the water is unfit for potable purposes, but the well might remain open if the Medical Officer of Health is satisfied the water is not used for cooking purposes.

Mr. Lau Chu-pak—The water is fit for potable purposes, the well should not be closed. The President—The answer to Mr. Hewett's question is that the pipes were made by one of the clerks. With reference to bacteriological reports, when the bacteriologist reports it is not necessary to send samples to the Government Analyst. It seems to me that if water is specifically reported upon by the bacteriologist as being impure, that ought to be sufficient. A chemical analysis is not required.

Mr. Hooper—I fancy this is the case that came before us in which the Government Analyst reported that the water was pure. The Medical Officer of Health had his doubts about it and sent a sample to the bacteriologist, and he reported that it was bad. It was sent to the Analyst who reported on it from a purely chemical point of view. Under the circumstances the well might be kept open if not used for potable purposes.

The President—That is the trouble. Dr. Pearce reported seeing a man drink it before his face.

Mr. Hooper—That was to show how pure it was.

The President read Dr. Pearce's minute and remarked that he did not know what had become of the man since.

Mr. Hooper wished to know if he was living, but other members could not enlighten him.

The President moved that the well be closed.

Hon. Mr. Hewett seconded and the motion was agreed to.

THE RAT RETURN.

The rat return was laid on the table without being read.

The President remarked that he had much pleasure in drawing the attention of members to the fact that during the last four weeks not a plague infected rat had been found in the Colony.

THE WATER SUPPLY.

Mr. F. A. BROWN, Government Analyst, reported having examined samples of water from the Hongkong and Kowloon services, and found they were of excellent quality.

LLOYD'S REGISTER SHIPBUILDING RETURNS.

These returns, for the quarter ended 30th September, include the following:—

VESSELS UNDER CONSTRUCTION.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 512 vessels of 1,264,767 tons gross under construction in the United Kingdom at the close of the quarter ended 30th September, 1906. The particulars of the vessels in question are as follows:—similar details being given for the corresponding period in 1905 for the purpose of comparison:—

DESCRIPTION.	30th September, 1906.	NO. GROSS TONNAGE.
STEAM.	477	1,253,031
Iron	1	50
Wood and Composite ..	1	50
Total	478	1,253,531
SAIL.	20	9,836
Iron	20	9,836
Wood and Composite 14	14	1,400
Total	34	11,236
TOTAL STEAM AND SAIL 512	512	1,264,767

The tonnage under construction which had shown a steady increase since December, 1905, and had reached at the end of last June to within about 4,000 tons of the highest figures on record (September, 1901), had the present time over 144,000 tons less than that for the previous quarter. No such striking decrease within one quarter has taken place in the shipbuilding industry of the country for the past 22 years, it being necessary to go back to June, 1884, to find so rapid a diminution of the work in hand. A decrease of no less than 170,000 tons was then recorded.

Of the vessels under construction in the United Kingdom at the end of September, 44 of 925,254 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this Society. In addition, 59 vessels of 175,809 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 473 vessels of 1,101,093 tons. Details of this total follow:—

	No.	Gross Tonnage.
Building in United Kingdom for home account, for sale, &c.	334	739,596
Building in United Kingdom for foreign and colonial account	80	185,688
Building abroad for United Kingdom Owners	6	3,070
Building abroad for foreign account	53	172,739
Total building on 30th Sept. for classification with Lloyd's Register	473	1,101,093

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.49 a.m. the barometer has fallen rapidly over the Loochoos, the typhoon now being situated near Naha. It appears to be receding to the N.W., and is already causing heavy weather in S.W. Japan where pressure is giving way quickly. The barometer is now rising over S. China, Formosa and the Philippines.

Pressure remains high over N. China and the North of the Sea of Japan.

Very bad weather will continue to prevail over the Eastern Sea and strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. winds moderate; fine.
Formosa Channel	N. and N.E. winds, strong.
South coast of China between Hongkong and Lamooka	N. winds, fresh.
South coast of China between Hongkong and Hainan	S. winds, fresh.

PARIS.

(FROM OUR CORRESPONDENT.)

October, 12th.

THE CIVIL VISITORS.

P. M. have gone into ecstasies over the approaching visit of "Le Lor Mair" and his Grand Cochon. Such a procession has not passed through Paris since the days of the "San King" Louis XIV. The official visit to the French capital of the Lord Mayor of London who will be accompanied by aldermen, sheriffs, and fifty members of the Court of Common Council who have been invited by the Municipal Council of Paris, will certainly be a most brilliant affair especially if the weather is fine. The most elaborate preparations have been made by the Municipality, while Parisians of all classes will accord the distinguished visitors a most rousing welcome. To the average Parisian "Le Lor Mair" occupies a position not much inferior to that of His Majesty King Edward; while the reception of the Lord Mayor's state coach, of the renowned powdered footman in the streets of this Metropolis will be one of truly immense enthusiasm. On the arrival at Boulogne of the civil party next Saturday a special train will be waiting to convey them to Paris. At the Gare du Nord, the visitor will be received by the President of the Paris Municipal Council, M. Chautau, and the members of his Council, and Sir Francis Birtle, the British Ambassador who has placed his carriage at the disposal of the Lord Mayor. The following day (Sunday) will be quiet; divine service will be attended at the church of the British Embassy, in the Rue d'Angers. Later in the afternoon the party will be received at the Embassy by Sir Francis and Lady Bertie, and entertained at luncheon. Monday will be the great gala day, when the Lord Mayor and Sheriffs will be received at the Hotel de Ville—the Mansion House of Paris—where a luncheon will be served. At four o'clock the same day, the visitors will visit President Fallieres at the Elysee Palace. In the evening a State banquet will take place in the Hotel de Ville, to be followed by a magnificent reception. On Tuesday, the Lord Mayor and his suite will visit the Musée Carnavalet—a species of Guildhall on a small scale—the municipal workshops will also be devoted to visiting the markets of Paris in the morning; in the afternoon the visitors proceed to the Bois de Boulogne where luncheon will be served at Bagatelle. A few free stations will also be visited on the return journey. In the evening a gala performance at the Opera will be given. On Thursday, the Lord Mayor and his party leave Paris for Toulon in the South of France, to inspect the naval station, whence they return home to London. Such is next week's complete programme.

GERMAN ARMY MANOEUVRES.

Commenting on the recent German Army manoeuvres M. Paul Lebon, of *Le Journal*, observes that although the seven divisions of infantry which took part in the manoeuvres were not entirely composed of picked troops yet they consisted of regiments representing the mean average and herein the German Emperor's army seems to have reached the maximum of its development. M. Paul Lebon who was in Silesia, in other words "on the spot" at the time of the said manoeuvres further states that the real strength of the German Army is less in its manœuvring powers than its enormous mass, in the persistent growth of its effective force, and in the progressive increase of its reserves. The German reservists, officers and men, are blended literally with their comrades serving with the colours and they are by no means behind them either in enthusiasm or in military instruction. On the final day of the mobilisation the reserves tripled the Army on a peace footing, and such an army of invasion would roll along like an avalanche. "Could France oppose an adequate barrier against such a force?" asks M. B. loc. "The time is not far distant when we shall have to abandon the idea of attaining the numerical equilibrium possessed by invading armies. France will have to make up for her inferiority in numbers by some scientific superiority. Very fortunately we are not behind hand in this respect, and we may await the future in confidence, and remember the story of David and Goliath."

NO MORE SOUS.

France has decided to do away with her coppers. From the beginning of next December copper money will gradually be withdrawn from circulation and be replaced by nickel. Though the shape and size of the new one and two sous pieces have not yet been decided on, the Minister of Finance will probably select coins of the size of 50 centimes and one franc pieces respectively. They will be made with a hole through them, or with flat edges, in order that they shall not be mistaken for francs and half francs by careless people. Pieces in nickel of the value of 25 centimes already exist. The approaching substitution in France of nickel for copper in the coins of five and ten centimes will leave Great Britain almost alone among Western European countries in the possession of a large copper coinage.

BRITISH DEPARTMENTS PLEASE COPY.

M. Clemenceau continues to make the employees of the Ministry of the Interior of which he is the head—"look up." A control sheet recording presence and absence and time of arrival at and departure from business has just been instituted in the governmental department over which he presides, and the Minister has, during the last few days, been examining this document with an interest that has annoyed certain gentlemen who have previously never had their movements spied on like this. On looking at the sheets last Friday, M. Clemenceau found that one gentleman was

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No. 17, QUEEN'S ROAD.

[35]

GUINNESS'S EXTRA STOUT.

"BOAR'S HEAD" BRAND.

UNSURPASSED FOR QUALITY AND CONDITION.

THE VERY FINEST PRODUCTION of the Celebrated Brewery of Messrs. As. GUINNESS & Co., Ltd., Dublin.

PER CASE 4 Doz. Qts.	50.00
PER DOZEN	5.00
PER CASE 8 Doz. Pts.	24.00
PER DOZEN	3.00
PER CASE 100 SPLITS	17.00
PER DOZEN	2.25

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

absent in the morning, and his place of indisposition was found to be in excess. In the afternoon a gentleman who had been present in the morning did not take the trouble to come later in the day; these two employees were severely reprimanded, as also were the two doctors attached to the Ministry, who failed to be at their posts.

THE PEOPLE'S WEALTH.

Calculating by the duties paid, it is estimated that during the past four years the value of inheritances in France has risen to the pretty figure 201 milliards net or at the rate of rather more than five milliards a year. Taking this as a basis the total wealth of France works out at about 7,500 francs per inhabitant. Many things come and go in France, but the insatiable thirst of the French peasant "goes on for ever," and in an ever-increasing stream. This fact comes out strongly in the deliberations of the Budget committee of the Chamber, which is now occupied with the National Savings Bank. The depositors with the state on January 1st of the present year were worth 1,278 millions of francs, and next January the figure is estimated to reach 1,356 millions. During the last year 60,000,000 francs more were paid in than were taken out.

FRENCH GUNNERY.

The first result of the recent naval manoeuvres has been to impress upon French artilleryists the supreme importance of the question of optical apparatus for gunnery on warships. It is known that telescopic sights were almost universally used on the Japanese warships during the war. The French fleet has only telescopic sights for guns of eight inches and above. The permanent Artillery Committee, in its report on the recent manoeuvres, comments strongly upon this fact, and after pointing out that it is interfering to a dangerous degree with progress in gunnery, declares the matter to be so vital that if expense was to be considered it would be worth while to find the money by suppressing a gunnery school.

DELIBERATE LEXICOGRAPHERS.

The French Academy has at its summer sittings been devoting itself to its famous and interminable Dictionary. The Academy is at present at the letter C of the eighth edition. The edition was begun in 1877, and the letter C will probably not be finished before 1907 or 1908 at the earliest, so it will be seen that the Academy will have taken thirty years to revise the first three letters of the alphabet. If they continue at this pace, the eighth edition of the Dictionary will take between 20 and 25 years to bring out. But the French Academy has always scorned the modern craze for speed. The last edition—the seventh—of the Dictionary, was begun in 1835, and completed in 1877. It lasted forty-two years. The first edition took fifty-nine years—1635 to 1694. The second to the sixth editions went a trifle quicker, taking on an average only about twenty-eight years each.

THE FAIRY TALE OF SCIENCE.

Professor Ledag of the Nantes Medical School, claims to be able to produce the elementary cells of life. He styles them "living cells," because when placed in suitable conditions they increase and multiply. The professor began by studying what he terms osmotic pressure, that is, the reciprocal transductions of two fluids through a separating membrane. He also carefully noted every movement of these liquids and other precipitated preparations. The professor's researches began with the lowest forms of inorganic matter contained in fluids, and after observing their material powers of reproducing their own tissues, set himself to work to reproduce the process. This he claims to have succeeded in doing. A professor of botany to whom the process was exhibited is said to have taken the artificially produced cells for those of real vegetation. The professor has not attempted to bring his cells into tissue or to give them roots.

LATEST STEAMER MOVEMENTS.

The Mogul Line str. *Sikh* sailed from Liverpool on the 31st Oct.

The str. *Atoll* arrived at New York on the 7th inst.

The J.-C.-J. Line str. *Tyitajap* left Kobe via Moji and Amoy for this port on the 12th inst. and may be expected here on or about the 22nd inst.

The G. N. str. *Minnesota* sailed from Kobe on Sunday, the 11th inst. at 10 p.m.

THE ROBINSON PIANO CO. LTD.

BUILD

THE MOST SERVICEABLE

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THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY

SEASONED AT OUR FACTORY

HERE.

PRICES FROM \$900

CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906. [116]

A SUCCESSFUL JAPANESE SPECULATOR.

THREE MILLIONS FROM ALMOST NOTHING.

Tokyo rings with the talk of a remarkably successful speculator in shares who has made a clear profit of three million yen in the course of the last year or two. Mr. Suzuki, a young man of scarcely 30 years of age, is comparatively a novice in speculation, but there seems in his destiny something irresistibly bold, tempered by good sound judgment, which has made him the hero of the day in speculative circles. In an interview with a representative of the *Yiji Shimpu*, Mr. Suzuki remarked:—

"Before the outbreak of the late war I had been living at an obscure house earning a monthly salary of Y. 100 or thereabouts. Of course I had no large amount of money at my command. Just prior to the war I happened to make a gain of a few hundred yen by buying shares Kanagawafuchi ottos. The outbreak of hostilities brought in its train a violent fall in shares and everybody seemed to be selling out for the better in the share market. Amidst this unsettled and panic-stricken state of affairs I stuck to buying all the time. Amongst the shares that I bought most were Kanagawafuchi ottos. Tokyo sugars, Tokyo Exchanges, Tokyo gas, Tokyo electric lights, and Nippon Yuen Kaisha. Especially did I feel convinced of the promising nature of Tokyo sugar shares, which I had bought up at every possible opportunity. The result has been that they have returned to me a profit of at least one million yen."

"As I had expected, the tone of the market began to revive towards the close of last year, and with the passing over of the storm caused by the railway nationalisation scheme, a great rise in shares has been brought about. I was persuaded that in the near future a rise would be seen in the Tokyo Street Railway shares, and I therefore began buying them up, beginning last year when they were practically no buyers. In August last I bought at a single lotting 12,000 shares of the company, for a delivery at Y72.50 and this at one bidding. Such a thing is almost unheard of in the annals of the Japanese Exchanges. Although the Street Railway shares were not very popular I was convinced that with the return of prosperity in business circles the shares would rise."

"Well, I have cleared a million yen in Tokyo sugar, about the same amount in Tokyo Exchange shares, Y600,000 in Street Railway shares, about Y500,000 in other electric railways, Hodon petroleum, Tokyo gas, and Japan railways, Y600,000 in Kanagawafuchi ottos, and about Y300,000 in sundry shares, making a total profit of something like four millions, of which about a million goes to my brother. I had not erred in my judgment as to the issue of the peace negotiations. I could have made a few millions more. . . . No, I do not intend to continue in my speculation in shares any longer, but I propose to engage in foreign trade and the introduction of foreign capital."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent to the Press, 5th Ed. Ed. after that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Ed. Libby's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HARBOUR MASTER'S DEPARTMENT.

Information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On SATURDAY, the 17th November:—From Saitama, in an Easterly direction, at ranges up to 10,000 yards, commencing at 10 A.M. and finishing at 12 Noon.

On TUESDAY, the 20th November:—From Lymann S. D., towards Entrance Junk Bay, at ranges up to 8,000 yards, commencing at 7 P.M. and finishing at 9.30 P.M.

On THURSDAY, the 22nd November:—From Devils Peak, towards Waglan, at ranges up to 14,000 yards, commencing at 10 A.M. and finishing at 2 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WILLIAM BECKWITH, Lieutenant, R.N., Harbour Master, &c.

Hongkong, 12th November, 1906. [2091]

TO LET.

HALF PART of an Office, and a Large Godown in No. 19, Queen's Road Central.

Apply to—GREGOR & Co.

Hongkong, 14th November, 1906. [2092]

TO LET.

ON Shamoon, Bund, 2 or 4 ROOMS, suitable for Dwelling and/or Office, with Electric current laid, for 8.3 months.

Apply to—Care of "Daily Press" Office.

Canton, 14th November, 1906. [2093]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 17th inst., at 3 P.M.

For Freight, apply to—DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 14th November, 1906. [2094]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEHAWUR,"

FROM ANWER, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 13th November, 1906. [1]

FRENCH LESSONS

FRENCH TAUGHT entirely by Conversation and with translation by a Frenchman (Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R.,

Care of "Daily Press" Office.

Hongkong, 13th November, 1906. [2089]

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE BEG TO NOTIFY our Customers and the Public generally that large REDUCTIONS have been made in our Prices to adjust them to the Rate of Exchange now ruling. These reductions will come into force on the 15th November, 1906, and the discount of 5% hitherto allowed will cease as from that date.

A. S. WATSON & Co., Ltd., HONGKONG DISPENSARY, Established A.D. 1841.

Hongkong, 10th November, 1906. [2074]

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at the OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World

PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for Account of the year ending 28th February, 1906, has been declared by the Directors of the above Company. Coupon No. 7, payable on 2nd November at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the Russo-CHINESE BANK at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st November, 1906. [2017]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687 for ONE HUNDRED SHARES numbered 3701 to 3700 inclusive, Fully Paid-up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said Shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 17th October, 1906. [1928]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATE Nos. 1641/1643 for SIXTY SHARES numbered 4637/4639 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Victoria Road, Hongkong, before the 30th November, 1906, New Certificates for the said Shares will be issued and the old certificates will thereafter be held by the Company as Null and Void.

THOS. I. ROSE, Secretary.

Hongkong, 31st October, 1906. [2007]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4680 for TWENTY-FIVE SHARES numbered 15029 to 15053, Fully Paid-Up, standing in the Register in the name of BENJAMIN ROPER BRANCH of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd November, 1906. [2088]

INSURANCES

NORTH BRITISH AND MERCHAN-TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119.

1. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £2,750,000

PAID-UP CAPITAL, £657,500 0 0

11. FUND FUNDS, £3,886,730 0 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, 11th July, 1906. [1949]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August, 1906. [1585]

MARINE INSURANCE.

I have This Day Established Myself in Shanghai as AVERAGE ADJUSTER and am prepared to undertake the Adjustment of General and Particular Average and other Claims.

Telegraphic and postal address: "WADMAN SHANGHAI,"

H. P. WADMAN, Corresponding Associate Association of Average Adjusters, Great Britain.

Hongkong, 3rd November, 1906. [2036]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Underigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & Co., Agents.

Hongkong, 1st January, 1904. 29

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中十五年

FROM 1st JANUARY, 1864 to 31st DECEMBER, 1905, BEING FROM THE 1st YEAR OF THE 70th CYCLE TO THE 30th YEAR OF THE 71st CYCLE, THAT IS THE 32nd YEAR OF TUNG CHI TO THE 30th YEAR OF KWANG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

NOTICES OF FIRMS

NOTICE.

WE have Established Ourselves Today under the Firm Name of HONGKONG, ULLERUP & SCHLUTER, HONGKONG, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULLERUP, C. SCHLUTER, Office 1 & 2, Beaconfield Arcade.

Hongkong, 15th October, 1906. [1919]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership under the firm name of H. S. HOLMES & Co., Importers and Exporters at No. 35, Queen's Road Central, Hongkong, heretofore subsisting between H. S. HOLMES and LIM & HUNT has This Day been dissolved as from the 18th day of October, 1906, and that from and after that date all liabilities incurred by the remaining Partner Mr. HOLMES will be for his own account, and will not concern the said firm. By mutual consent Mr. H. S. HOLMES is at liberty to do business under the old firm or in his own individual name, as he may think most advisable.

LIM & HUNT, Hongkong, 8th November, 1906. [2095]

AUCTION

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO DAY (WEDNESDAY), the 14th November, 1906, at 11 A.M., at Messrs. Butterfield & Swire's Godowns, West Point, Marks—

W. F. under an 20 BALES RAW SILK, inverted triangle.

And 102 BALES RAW SILK (Various Marks).

More or less damaged by Fire and Water, ex S.S. "HARKOW."

TERMS—As usual with most of the above.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th November, 1906. [2079]

FOR SALE

SALE OF H.M.S. "PHOENIX"

TENDERS for the Sale of the above Vessel as she lies all standing at Kowloon COALING DEPOT will be received by the NAVAL STORE OFFICER, H.M. NAVAL YARD, HONGKONG, up till Noon on the 9th November. The purchaser will be required to remove and break up the Vessel within a reasonable time, and will be called upon to deliver to the NAVAL YARD the Ship's Believers and Anchors.

Intending purchasers can inspect the Vessel on and after the 17th inst., on application during working hours.

The Highest Tender will not necessarily be accepted.

The Particulars of the Ship are as follows:—Steel Twin Screw Coppered Sloop of 185 tons length, 33' 5" beam, Displacement 1050 tons, fitted with Vertical Triple Expansion Engines.

Further information and particulars as to sale to be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong.

Hongkong, 8th November, 1906. [2082]

FOR SALE.

3 WOODEN LIGHTERS,

Length 80' 0"

Breadth 24' 0"

Depth 9' 8"

Capacity 320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from C. E. WAREER & Co., Ltd., Central, and HOO CHEONG WO & Co., 51 & 52, Connaught Road, Central.

Hongkong, 6th November, 1906. [2049]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition.

Apply to—CARLOWITZ & Co., Hongkong, 2nd November, 1906. [2027]

FOR SALE, CHEAP.

ONE Set TRIPLE EXPANSION ENGINES with Shafting and Propeller Complete, in Good Order and Condition. Cylinders 23", 37" and 60" Strokes, 3 ft. 3 ins. Builders: MERR and HONSTON, Glasgow. For full Particulars and Price, apply to—WILKS & JACK, Consulting Engineers, Victoria Buildings, Hongkong.

Hongkong, 25th October, 1906. [1976]

FOR SALE.

AN EMPIRE TYPEWRITER, Second Hand. Inquiries to be addressed to—TYPEWRITER, Care of "Daily Press" Office.

Hongkong, 9th November, 1906. [2069]

ON SALE

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Hongkong, 21st September, 1903. [2051]

NOTICE TO CONSIGNEES

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"FORMOSA"
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PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are loaded.

Optional Goods will be landed, here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th Nov. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th November, 1906. [1]

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NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th November will be subject to rent.

CARLO WITZ & Co.,
Agents.
Hongkong, 10th November, 1906. [4]

"S. ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London express *Nedoc* and *Charande*, from Harve or *s. Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undischarged after MONDAY, the 19th Nov., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th Nov., or they will not be recognized. All damaged packages will be examined on MONDAY, the 19th Nov., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 12th November, 1906. [2]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 5 P.M. of the 15th November, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 12th November, 1906. [2088]

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PRINCE HOHENLOHE'S MEMOIRS.

FURTHER REVELATIONS.

Below we reproduce from the Times more extracts from the late resting memoirs published last month. A third and final instalment we hope to give to-morrow. The first appeared in yesterday's issue.

PRINCE HOHENLOHE AND THE TEAR.

The entry of September 5th, 1896, deals with the visit of the Tsar to the Emperor at Ems. In a conversation which the Prince had with Count Osten-Sacken, Russian Ambassador in Berlin, and M. Shishkin, then in charge of Russian foreign affairs, the Near Eastern question was discussed. Shishkin began by expressing his joyful satisfaction with the unanimity of the Great Powers. It was due to the unanimity that the English initiative would have no success. The slightest "fissure" would have been taken advantage of by the English against the Turks. In dealing with the Sultan, too, the Powers could not hold too closely together. The Sultan constantly speculated upon dissensions among the Powers. Shishkin declared himself in favour of maintaining the status quo. This was also the view of his Sovereign. He was most desirous, and finally commended himself to my good will. At the State dinner in the evening the Tsar replied to the Emperor's toast with the assurance, "qu'il était animé des mêmes sentiments de tradition" as the Emperor William. (It will be remembered that there was at the time a great controversy among a journalistic scandal about the authenticity of this phrase.) At the close of the party Prince Hohenlohe, describing the tattoo of the military bands, makes a complaint which often occurs in his diary—"The noise of the music was deafening, and any sensible conversation was out of the question."

CONTINUANCE OF THE TEAR.

On September 6th he had an audience of the Tsar, who lamented the death of Lobanov and said that "he must now himself take decisions and work." The situation in the East, he was glad to say, seemed to be quieting down. The disturbances in Constantinople were over, and he had just heard from Crete that the population was quiet and that an end of the fighting was in prospect. According to the Tsar's view, England is to blame for the whole movement both in Armenia and in Crete. His Majesty expressed the most emphatic mistrust of the policy of the English Government—"J'aime beaucoup l'Angleterre et les Anglais, mais je ne suis pas de leur politique." He had been told that the English statesman wanted to entrap him into agreements on the occasion of his visit. On my replying that the English Constitution and the account which English Ministers had to take of the changes of public opinion made it impossible to conclude treaties with England, he emphatically agreed with me. The Tsar then mentioned Lobanov in connection with my mentioning that England had already guaranteed this, he assented and then let the subject drop. The Tsar said that the chief things he had in view were Russian policy in East Asia and the completion of the Siberian Railway. Japan was aiming at a great rate. They had no money, he said, in Japan, although at present the Chinese were indirectly supplied with resources. When these were going to complete their military preparations. Besides, they would take years to do it, and by that time the Siberian Railway would be ready, and then Russia would be in a position "de faire face à toutes éventualités." Referring to English policy, the Tsar remarked that he had been told that England contemplated invading Africa from the Cape to Egypt under her power. This, he thought, however, might take some time to accomplish. I replied that the English had such great importance to their supremacy in South Africa because, in their fear of one day losing India, they sought compensation (sic) in South Africa. The Tsar replied, "Yes, but who is going to take India from them? We are not so stupid as to pursue a design of that sort." Russia, he added, had no interest in Africa. But if he could succeed in arranging peace between Italy and Menelik it would greatly gratify him. This led up to a talk about the fulfilment of Italian ambition in Africa. When the conversation touched upon the Tsar's travelling plans, he mentioned that he had not spoken to our Emperor about Paris, and he asked me if I had any objection to his going to Paris. He was pleased when I replied that the visit to Paris appeared to me to be inevitable. He laid stress upon the fact that he had declined to put up at the Quai d'Orsay or anywhere else in Paris. He was going to stay at his own Embassy, like all his predecessors. The Embassy was his own property, and in Berlin, too, he would have stayed at the Embassy. These were the main points of the conversation, which lasted an hour over cigarettes. When he went away the Tsar handed me the Order of St. Andrew, for while I expressed my thanks and assured him that I intended to do what I could to help to cultivate the good relations between Germany and Russia, "You will have no difficulty in that," said the Tsar, "for these relations will always remain good."

October 11th.

The more the two large volumes of Prince Hohenlohe's memoirs are studied the greater appear the interest and importance of the disclosures which they make. In last night's despatch I extracted some of the most interesting passages relating to the period of Prince Hohenlohe's tenure of office (1894-1900). The portions of the book which deal with his activity as Ambassador in Paris from 1897 to 1898 and with his tenure of the office of Statthalter in Alsace-Lorraine from 1895 to 1897 have an interest which is hardly inferior and which, as regards the Straitsburg period at least, is hardly less actual in its bearing upon great currents of foreign policy and upon the personal factors in Berlin.

GERMANY, FRANCE, AND ENGLAND.
I will take the Straitsburg episode first, because it bears more directly upon the extracts which you have already published. Prince Hohenlohe, who during his Ambassadorial activity in Paris remained in touch with the whole home and foreign policy of the Empire and was the trusted adviser both of Prince Bismarck and of the old Emperor William, continued at Straitsburg to be kept in contact with events and tendencies in Berlin. His diary deals with all the foreign relations of Germany and with Bismarck's changeable attitude towards Great Britain, Russia, France, and Austria. It plunges into the *Werdegang* of the Dual Alliance which in Berlin (1890) was described as thinking that he could represent a rapprochement between France and Russia as something quite new, from the German point of view. Horbette, the Prussian Minister at Baden, also wanted to get Germany to act with France in the Egyptian

and other questions against England, but Bismarck "thought that France was too uncertain an ally to make it worth while to quarrel with England. France's overtures would, therefore, not be summarily rejected, but would be treated in a dilatory manner." There had previously been a good deal of talk on Bismarck's part about the relations of France and England. On October 23rd, 1891, Bismarck had said to Prince Hohenlohe at Straitsburg that Germany must wish France every success in Africa so that her attention might be drawn away from the Rhine. "So long as France had no allies she could not become dangerous for us. We should be able to beat her even if she had the English on her side." Again at Straitsburg, on November 7th, 1892, Bismarck said that only the Monarchy was dangerous in France, that Germany could always maintain a benevolent attitude towards the Republic, and that she could "quietly look on when the English and the French locomotives anywhere came into collision." On October 27th, 1893, Prince Hohenlohe narrated at Friedrichshagen that he had recently had a visit from Mukhtar Pasha, who wanted him to use his influence against British encroachments on Turkey. Bismarck declined to interfere and advised Mukhtar that "the Turks should apply to France about Egypt." In Bulgaria they should help themselves, and if the English bothered them about Armenia they should counter-propose the English—a phrase which Prince Bismarck then paraphrased into a very coarse one. The Tsar saw the force of what he said. On this occasion Bismarck spoke of Gladstone as "an orator, but a stupid fellow." In August, 1894, Prince Hohenlohe gives in a short note the particulars of the Franco-German rapprochement under the auspices of Ferry. "In the West African question there will be common action, as likewise with regard to various Egyptian questions, such as the quarantine, the Suez Canal, the Liquidation Commission, &c." On November 2nd, 1894, Prince Hohenlohe had an audience of the old Emperor William, who "spoke of the good relations with France and smiled. He then referred to England, and lamented the Radical tendencies of the Government and Chamberlain's purpose of carrying the Reform Bill by creating a batch of Peers. This makes us uneasy, and he is afraid that the Republican movement may get the upper hand in England. What would be the outcome? 'We shall have hard work keeping our places.' It was, therefore, necessary that at least the three Empires should unite to defend the principle of monarchy. That was the cause of the meeting which had taken place at Skeriewitz. Prince William (the present Emperor, who had gone on a mission of State to St. Petersburg in the previous May) had exercised a very good influence upon the Emperor of Russia. He himself and Bismarck had given the Prince instructions to advance the union of the three Imperial Powers, and the Prince had done it very well." The old Kaiser entrusted Prince Hohenlohe with greetings to Ferry, of whom he had a high opinion. "I was to say that we did not desire a quarrel between England and France. Just let Gladstone go on. It is good for us, not for England."

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and other questions against England, but Bismarck "thought that France was too uncertain an ally to make it worth while to quarrel with England. France's overtures would, therefore, not be summarily rejected, but would be treated in a dilatory manner." There had previously been a good deal of talk on Bismarck's part about the relations of France and England. On October 23rd, 1891, Bismarck had said to Prince Hohenlohe at Straitsburg that Germany must wish France every success in Africa so that her attention might be drawn away from the Rhine. "So long as France had no allies she could not become dangerous for us. We should be able to beat her even if she had the English on her side." Again at Straitsburg, on November 7th, 1892, Bismarck said that only the Monarchy was dangerous in France, that Germany could always maintain a benevolent attitude towards the Republic, and that she could "quietly look on when the English and the French locomotives anywhere came into collision." On October 27th, 1893, Prince Hohenlohe narrated at Friedrichshagen that he had recently had a visit from Mukhtar Pasha, who wanted him to use his influence against British encroachments on Turkey. Bismarck declined to interfere and advised Mukhtar that "the Turks should apply to France about Egypt." In Bulgaria they should help themselves, and if the English bothered them about Armenia they should counter-propose the English—a phrase which Prince Bismarck then paraphrased into a very coarse one. The Tsar saw the force of what he said. On this occasion Bismarck spoke of Gladstone as "an orator, but a stupid fellow." In August, 1894, Prince Hohenlohe gives in a short note the particulars of the Franco-German rapprochement under the auspices of Ferry. "In the West African question there will be common action, as likewise with regard to various Egyptian questions, such as the quarantine, the Suez Canal, the Liquidation Commission, &c." On November 2nd, 1894, Prince Hohenlohe had an audience of the old Emperor William, who "spoke of the good relations with France and smiled. He then referred to England, and lamented the Radical tendencies of the Government and Chamberlain's purpose of carrying the Reform Bill by creating a batch of Peers. This makes us uneasy, and he is afraid that the Republican movement may get the upper hand in England. What would be the outcome? 'We shall have hard work keeping our places.' It was, therefore, necessary that at least the three Empires should unite to defend the principle of monarchy. That was the cause of the meeting which had taken place at Skeriewitz. Prince William (the present Emperor, who had gone on a mission of State to St. Petersburg in the previous May) had exercised a very good influence upon the Emperor of Russia. He himself and Bismarck had given the Prince instructions to advance the union of the three Imperial Powers, and the Prince had done it very well." The old Kaiser entrusted Prince Hohenlohe with greetings to Ferry, of whom he had a high opinion. "I was to say that we did not desire a quarrel between England and France. Just let Gladstone go on. It is good for us, not for England."

RUSSO-GERMAN RELATIONS.

References to the relations between Germany and Russia are pretty numerous. They embody a consensus of testimony that the most persistent advocate of a bond of brotherhood with Russia was Count Waldersee, who is described as vain and reckless and as thirsting for military glory. At Friedrichshagen on December 14th, 1893, Bismarck said that war was improbable, and he added the curious remark, "If there is war, it remains very doubtful whether at its close we shall be able as one of the conditions of peace to insist upon Russia's changing the principles of her internal administration." Bismarck thought that if Germany could only secure a first success in the war, she ought at once to come to terms with Russia. But he also talks of a defeat of Russia, which might be followed by the restoration of the kingdom of Poland. All that, however, was very far off. Waldersee wanted war because he was growing old. It was foolish to suppose that Waldersee could ever become Chancellor. He was even unfit to be Chief of the Staff, and Moltke had only preferred him to Caprivi and himself because he could do what he liked with him. That was a bad service which Moltke had rendered the German army.

On March 22nd, 1890, Prince Hohenlohe attended a State dinner given in honour of the Prince of Wales at the Berlin Castle, and, seated beside Moltke, listened to a speech of the present Emperor, who was in the uniform of a British Admiral and who spoke of Waterloo and expressed the hope that the British Fleet and the German army would maintain the peace of the world. Moltke, quoting from Goethe's *Faust*, remarked:—"A political song is a nasty song" and he expressed the hope that the speech would not appear in the papers.

(To be continued.)

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"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Fung Yuen"). [43]

BOARD AND RESIDENCE.

OFFERED IN WELL APPOINTED

HOUSE, Fine View, every Comfort,

Large Verandahs Upper Level.

Apply to—Care of "Daily Press" Office.

Hongkong, 18th October, 1906. [1308]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, GLEN ROAD.

Hongkong, 26th September 1905. [1751]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores will

be Open at 9 A.M. and 4 P.M. daily, Sunday

excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager.

Hongkong, 18th November, 1901. [47]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

SHIPPING.

ARRIVALS.

ATHENIAN, British str., 3,853, A. O. Cooper, 13th Nov.—Vancouver 10th Oct., General.—C. P. R. Co.

BRISGAVIA, German str., 4,165, Hildebrandt, 13th Nov.—Shanghai 10th Nov., General.—Hamburg-Amerika Linie.

CHANGCHOW, British str., 1,213, H. Russell, 13th Nov.—Singapore 2nd Nov., General.—Chine.

HAICHING, British str., 1,267, A. E. Hodgins, 13th Nov.—Poochow 10th Nov., General.—Amoy 11th and Swatow 12th, General.—Douglas LaPraik & Co.

HANGKONG, British str., 13th Nov., from Canton.

HONGKONG, British str., 13th Nov., from Canton.

LOONSHANG, British str., 1,092, A. G. Smith, 13th Nov.—Manila 9th Nov., General.—Jardine, Matheson & Co.

MADAGASCAR, German str., 1,029, Simonson, 13th Nov.—Hankow 31st Oct., 11th Nov.—Butterfield & Swire.

PERSIAN, British str., 4,385, E. Spicer, R.N.R., 13th Nov.—London 29th Sept., General.—P. & O. S. N. Co.

PETROHABUR, German str., 1,373, Goswisch, 13th Nov.—Hankow & Swatow 12th Nov., 13th Nov.—Melchers & Co.

PERSIAN, German str., 13th Nov., from Canton.

RUBI, British str., 1,819, R. W. Almond, 12th Nov.—Manila 9th Nov., General.—Shewan, Tomes & Co.

CLEARANCE.

At the Harbour Master's Office, Nov. 13th.

HONGKONG, British str., for Shanghai.

ATHENIAN, German str., for Shanghai.

JOHANN, German str., for Swatow.

DEPARTURES.

Nov. 13th.

AMARA, British str., for Hongkong.

ANDRE RICKMERS, German str., for Hongkong.

ANDRE, Chinese str., for Canton.

AUSTRALIAN, French str., for Europe.

CHANGCHOW, British str., for Canton.

CHANGCHOW, British str., for Amoy.

HAICHING, British str., for Shanghai.

KAGA MARU, Japanese str., for Seattle.

MANAN MARU, Japanese str., for Tsushima.

MEFFO, Chinese str., for Shanghai.

MONTANA, American str., for Manila.

TAKI MARU, Japanese str., for Manila.

TINHOW, British str., for Canton.

WILLERAD, German str., for Sydney.

YEDDO, British str., for Manila.

SHIPPING REPORTS.

The British str. *Loonshang* reports: Strong northerly gale, all the way across.

The British str. *Rubi* reports: Strong monsoon and high sea, clear and cloudy weather.

The British str. *Changchow* reports: Constant succession of gales and high sea encountered on passage.

The British str. *Haiching* reports: Poochow to Amoy strong N.E. monsoon, and thence to port moderate N.E. monsoon with fine weather.

VESSELS PASSED ANKER.

Oct. 29, German str. *Dorburg*, Moller, Aug. 2, from Hamburg for Batavia.

Oct. 23, Norwegian str. *Tessin*, Jorgensen, from Saigon for Noumea.

Oct. 25, British str. *Clareville*, Nugubart, from Otara for Surabaya.

Oct. 24, British str. *Islander*, Wright, Oct. 23, from Christmas Island for Singapore.

Oct. 26, British str. *Zugara*, Thompson, from Hongkong for Christmas Island.

Oct. 28, Dutch str. *Rhipens*, Barend, Sept. 22, from Liverpool for Batavia.

Oct. 29, Norwegian str. *Viking*, Patterson, Sept. 25, from Singapore for Mauritius.

Oct. 31, Dutch str. *Schok*, Engelsman, Oct. 31, from Batavia for Rotterdam.

VESSELS IN DOCK.

Nov. 13th.

ANDRE RICKMERS—*Chinkai Maru*, Alameda.

KOWLOON DOCKS—*Sorogon*, Sabre, Montecarlo, H.M.S. *Taku*, *Chaudai*, *Dorow*, *Paul*, *Beau*, H.M.S. *Indra*, U.S. *Guier*.

COSMOPOLITAN DOCKS—*Hypoc*, *Taiwan*, *Taming*, *Dakota*.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARATON APCAR," Captain A. B. Goulet, will be despatched for the above Ports TO-DAY, the 14th inst., at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 10th November, 1906. [2075]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.

THE Company's Steamship

"HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, 15th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LA PRAIK & Co., General Managers.

Hongkong, 12th November, 1906. [2073]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALLAO.

(Taking Cargo at through rates to PERMANENT GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Dodoro, will be despatched as above TO-MORROW, the 15th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 3rd November, 1906. [4]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	—	—	On 16th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	C. L. Daniel	—	On 17th inst., at Noon.
LONDON & ANTWERP	CEYLON	Brit. str.	—	G. W. Babot, R.N.R.	—	About 21st inst.
LONDON	BENMORE	Brit. str.	—	Webster	—	About 30th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TOKIN	Den. str.	—	Charbonnel	—	On 27th inst., at 1 p.m.
HAMBURG VIA STRAITS, &c.	ROOM	Den. str.	—	—	—	About end of Nov.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	G. Meiners	MELCHERS & Co.	On 21st inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FELD, LAEISE	Ger. str.	k.w.	Meyerdiels	HAMBURG-AMERIKA LINIE	On 30th inst.
NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 22nd Dec.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 28th Dec.
ODessa	GRABEE	Brit. str.	—	D. Mistrorigo	SANDER, WIELER & Co.	On 14th Dec.
BOSTON & NEW YORK	YEDDO	Brit. str.	—	—	—	On 24th inst.
NEW YORK VIA PORTS & SUEZ CANAL	BRAMAR	Am. str.	—	Cowley	—	About 10th Dec.
NEW YORK	SAINT PATRICK	Brit. str.	—	—	—	About 24th inst.
NEW YORK	VERONA	Ger. str.	—	Dobronz	—	About 13th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	—	On 17th inst., at 5 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Am. str.	1 m.	—	—	About 10th Dec.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KASATO MARU	Jan. str.	—	W. E. C. S. Filmer	—	On 22nd inst., at 4 p.m.
SOUTH AMERICAN PORTS VIA JAPAN	DAKOTA	Brit. str.	—	—	—	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	McArthur	—	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	—	—	—	Middle of Dec.
YOKOHAMA VIA SHANGHAI, MOJI & KORE	PESHAWAR	Brit. str.	—	E. Spicer, R.N.R.	—	About 21st inst.
YOKOHAMA, KUBE & VLADIVOSTOCK	CAMBODIA	Den. str.	—	—	—	On 1st Dec., at 10 a.m.
KORE	TAISHAN	Brit. str.	1 m.	—	—	On 11th Dec., at Noon.
JAPAN VIA SHANGHAI	DEYANNA	Brit. str.	—	—	—	About 15th inst.
SHANGHAI	ANDALUSIA	Ger. str.	k.w.	A. E. Sandbach	MELCHERS & Co.	Quick despatch.
SHANGHAI	KANSU	Brit. str.	1 m.	Schmidt	JARDINE, MATHESON & Co.	To-morrow, at Noon.
SHANGHAI	PAOTING	Brit. str.	1 m.	—	—	About 16th inst.
SHANGHAI	FRANZ FERNAND	Am. str.	—	—	—	On 16th inst., at 4 p.m.
SHANGHAI	SHAOHING	Brit. str.	1 m.	Cogan	HAMBURG-AMERIKA LINIE	On 17th inst.
SHANGHAI	P. P. LEUFOLD	Ger. str.	—	Matoerich	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	AMIRIA	Ger. str.	k.w.	—	—	On 21st inst.
SHANGHAI	JOHN MARU	Jap. str.	—	H. Ohta	HAMBURG-AMERIKA LINIE	On 24th inst.
SHANGHAI	PERKUSU MARU	Jap. str.	—	S. Ito	—	On 18th inst., Daylight.
SHANGHAI	QUANTA	Ger. str.	—	H. Malasa	—	On 17th inst., Daylight.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	—	On 17th inst., Daylight.
SWATOW, AMOY & POOCHOW	HUICHOW	Brit. str.	1 m.	E. Forayth	DOUGLAS LA PRAIK & Co.	To-morrow, at 10 a.m.
SWATOW, AMOY & POOCHOW	TEAN	Brit. str.	1 m.	Somerville	BUTTERFIELD & SWIRE	On 17th inst.
SWATOW, WEIHAIWEI, CHEFOO & TIEN-TSIN	LOONGSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	Today.
MANILA	RUBI	Brit. str.	—	R. Almond	—	On 16th inst., at 4 p.m.
MANILA	ZAPIRO	Brit. str.	—	R. Rodger	—	On 24th inst., at Noon.
MANILA	FOOKSANG	Brit. str.	—	W. E. Saver	JARDINE, MATHESON & Co.	Today, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	A. E. Gentles	DAVID SASSOON & Co., Ltd.	Today, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSOON & Co., Ltd.	On 17th inst., at 3 p.m.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Dodero	CARLOWITZ & Co.	To-morrow, at Noon.

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN BALTIC PORTS	"SIAM"	About end of Nov.
YOKOHAMA, KUBE and VLADIVOSTOCK	"CAMBODIA"	On or about 3rd Dec.
ODessa	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to MELCHERS & CO., AGENTS. [1357]

Hongkong, 29th October, 1906.

HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. "EUROPEAN" and "STANDARD" carried. All the most up-to-date arrangements for comfort of Passengers. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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RUBI 2540 R. Almond Manila via Amoy On 18th Nov. 5 p.m.

ZAPIRO 2540 R. Rodger Manila On 24th Nov. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

Hongkong, 12th November, 1906.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "BRAMAR" ... On 17th November, at 5 p.m.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS. [19]

Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
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*SINGAPORE, PENANG & CALCUTTA "FOOKSANG" ... Wednesday, 14th Nov. 3 p.m.

*SHANGHAI "WAISHING" ... Thursday, 15th Nov. Noon.

*MANILA "LOONGSANG" ... Friday, 16th Nov. 4 p.m.

*SHANGHAI "CHOYSANG" ... Friday, 16th Nov. 4 p.m.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG," "HOLNSTADT," and the "SCANDIA" and "SILERIA." The steamers are specially built for the tropics and have luxurious passenger accommodation. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Deck and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KUBE, YOKOHAMA (TSINGTAU, CHEFOO and TIEN-TSIN VIA SHANGHAI).

HOLNSTADT ... Capt. Jaeger ... 2nd December

SILERIA ... Capt. Baile ... 2nd January

SCANDIA ... Capt. v. Doshren ... 1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA ... Capt. v. Hoff ... 14th December

HOLNSTADT ... Capt. Jaeger ... 11th January

SILERIA ... Capt. Baile ... 8th February

SCANDIA ... Capt. v. Doshren ... 22nd March

HAMBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.

FOR SHANGHAI, KUBE & YOKOHAMA ... 17th November

FOR SHANGHAI, KUBE & YOKOHAMA ... 23rd November

FOR SHANGHAI, KUBE & YOKOHAMA ... 2nd December

FOR SHANGHAI, KUBE & YOKOHAMA ... 15th December

FOR SHANGHAI, KUBE & YOKOHAMA ... 29th December

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" PERMANENT SERVICE to Arabian and Persian Gulf Ports.

BRISGAVIA ... FOR HAVRE, BREMEN & HAMBURG ... 15th November

SEGOVIA ... FOR HAMBURG ... 24th November

SITHONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 30th November

RHENANIA ... FOR NAPLES, HAVRE, BREMEN & HAMBURG ... 14th December

C. FELD LAEISE ... FOR HAVRE & HAMBURG ... 22nd December

ANDALUSIA ... FOR HAVRE & HAMBURG ... 25th December

For Steamer of the Coast Service Marked † to SIEMSEN & CO. [12]

NORTHERN PACIFIC LINE. BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA NOJI, KUBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
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TREMONT 3,606 T. W. Garlick On 27th November.

PLEIADES 3,763 F. G. Farrington About 20th December.

LYLA 4,417 G. V. Williams On 29th December.

SHAWMUT 3,606 E. V. Roberts On 23rd January.

HYADES 3,763 J. Alwen On 30th January.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDING, Hongkong, 29th October, 1906.

DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"YEDDO," Captain Cowley, will be despatched for the above Port on or about the 13th November.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th October, 1906. [1853]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE" Will be despatched for the above Ports on FRIDAY, the 16th November, and will be followed by the Steamship "FLINTSHIRE."

On or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th October, 1906. [1884]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA" Will be despatched for the above Ports on or about the 21st November.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th October, 1906. [1971]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE," Captain Mistrorigo, will be despatch

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, PESHAWUR	About 15th	Freight only.
MOU and KOBE	Capt. E. Spicer, R.N.R.	November	
SHANGHAI	DEVANHA	About 16th	Freight and
	Capt. T. H. Hild, R.N.R.	November	Passage.
LONDON, &c., via Usual Ports	DELTA	Noon, 17th	See Special
or Call	Capt. C. L. Daniel	November	Advertisement.
LONDON and ANTWERP	CEYLON	About 21st	Freight and
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. W. Babot, R.N.R.	November	Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th November, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 14th November.
KOBE	"TSINAN"	On 15th November.
SWATOW, WEIHAWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 17th November.
SHANGHAI	"KANSU"	On 17th November.
SHANGHAI	"PAOTUNG"	On 19th November.
SHANGHAI	"SHAOSING"	On 21st November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 13th November, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 18th Nov., at DAYLIGHT.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. S. Ito	SATURDAY, 17th Nov., at DAYLIGHT.
SWATOW, AMOY AND FOCHOW	"QUARTA" Capt. H. MADSEN	FRIDAY, 16th Nov., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th November, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR
MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 28th November
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEIDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 21st day of NOVEMBER, 1906, at Noon, the Steamship
"ROON," Captain G. Meiners, with MALES, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 13th Nov. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 20th Nov., and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 20th Nov.

Contents of Packages as required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

• In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'
expense.

TO VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 8th Jan.
MANILA	TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lens, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San

Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD ... Wednesday, 21st Nov.

KOBE & YOKOHAMA ... PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

SHANGHAI, NAGASAKI, SANDAKAN ... Wednesday, 19th Dec.

KOBE & YOKOHAMA ... SANDAKAN ... Wednesday, 19th Dec.

YOKOHAMA and back from KOBE ... Wednesday, 19th Dec.

Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

Passage money payable in local currency at current sight Bank, rate of Exchange on the

day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For PARTICULARS, APPLY TO

MELOCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[1895]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPRESS LINE." SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,882	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 29th Dec.	7th Jan.
"MONTEAGLE"	6,163	WEDNESDAY, 26th Dec.	19th Jan.
"EMPRESS OF CHINA"	6,000	THURSDAY, 17th Jan.	4th Feb.
"TARTAR"	4,425	WEDNESDAY, 23rd Jan.	16th Feb.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPRESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £50; via New York £62.
Intermediate on Steamers £40, £42, £44, £46.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of November	JAPAN via SHANGHAI	Second half of November
TJILIWONG	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIBODAS	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	First half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Work Buildings, 1st Floor.
Hongkong, 2nd October, 1906.

Telephone No. 375.

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THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA,"
Captain C. L. Daniel, carrying H.
Majesty's Mails, will be despatched from this Port
Bombay on SATURDAY, the 17th November
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Moolta," 9,629 tons, from Colombo.
Passengers' accommodation in which vessel is
second before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Macedonia," due in
London on 29th December.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above
on or about the 30th inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th November, 1906.

[2084]

Cutler, Palmer & Co's

WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER & Co., LONDON.

AGENTS

SIEMSEN & CO.,

HONGKONG.

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THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

South America, in connection with Indo-

China Steam Navigation Co's fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan

Hongkong, 4th August, 1898.

"THE EAST OF ASIA."

(Published Quarterly)

CONTAINING Articles of Special Interest

Profusely Illustrated, descriptive of the

people, customs, &c., of the Far East.

The kindly Press criticisms, both Continental

and American, that the production of this

Magazine has evoked is eloquent testimony of

the sterling merit of the publication.

Price ... \$1.50.

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Hongkong;

